



The Side Draft

Volume 29, Issue 12

December 2022

Chairman's Message

..... Tom James

Well, it's time for a look back over the last year to see where our Club has been and where it's going.

Starting last January, we were in full speed to get our swap meet back on line with the break in COVID restrictions and BAM, we were canceled at Columbia Chevrolet yet again after being told it was a go. That started a search for a new sponsor and by a stroke of luck we found Kelsey Chevrolet. Though it was too late to reschedule a swap meet, they have been fantastic to work with. Paul Kluxton and Mike Kelsey came to our April meeting where we held a drawing for our raffle tickets which we had sold. They were energetic to get us back on track for our Club activities with a judging meet in the fall and a meeting at their location. Thanks to their efforts we are in great shape again with a planning meeting for the 2023 swap meet to be held December 6th at 6:00 PM.

Next, we have been blessed with interesting places to have our monthly meetings, from car museums to restoration shops. I really appreciate the members who come every month to these gatherings for a night of car talk. Those who drive a Corvette to the meetings are

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December Meeting Information

Date: Sunday, December 4, 2022

Time: 5:00 PM - 9:00 PM

Location: Aston Oaks Country Club
1 Aston Oaks Drive
North Bend, Ohio 45052

Food will be provided with a cash bar. Wishing everyone a very Merry Christmas and a Happy New Year!

QCNCRS Website Information

<https://www.qc.ncrs.org/>

Webmaster: Dale Maris qc@ncrs.org

NOTICE!

Newsletter Deadlines

The deadline for getting information, into the newsletter is the 2nd of each month. If it isn't here, we will publish without you.

showing how much they care about the hobby and keeping the dream alive. Through the summer and into the fall the only group functions were the monthly meetings which have had a steady turnout of 25 to 35 members and spouses.

Two judging sessions were held which were well attended by members. Thanks to Joe Eyl, Chris Rockenfield, Tom Smith and Bruce Bursten for hosting these events.

In early September we had our Club picnic at the Horsepower Farm in Middletown which was a great turnout of members and cars. The weather could not have been better and a great time was had by all.

In October we held our Judging meeting at Kelsey Chevrolet. Four cars were judged in the Kelsey Chevrolet Body Shop Drive Thru with all participants receiving a Top Flight Award. Next year we could judge a lot more cars due to the size and location of this great facility if we can get the judges again.

Lastly is our Christmas Party to be held on December 4, 2022, at Aston Oaks Country Club. By the time some of you are reading this it will have passed, but I can tell you that this will be the highest attendance at a Christmas party in many years. I look forward to seeing all of you at the Christmas gathering, at an upcoming monthly meeting or wherever we cross paths. Terrie and I wish all of you a Happy and Safe Holiday Season!

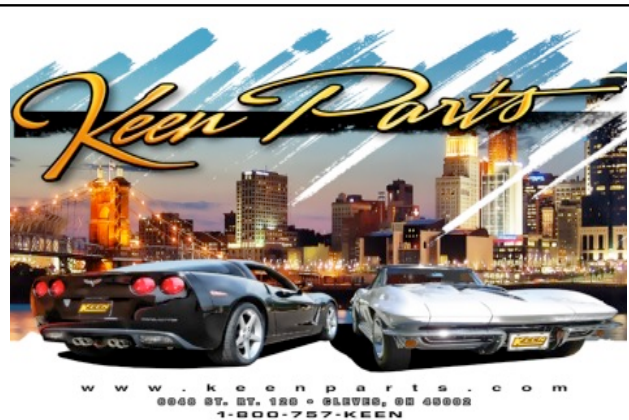
One final note.....don't forget that this is the start of our ticket selling season for our charity the Shriner's Hospital for Children. We have been the top Chapter in the Nation for giving to charity for many years now and I am sure we can continue that tradition.

Save The Wave!

Tom

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Fun Facts Tom James

One of the hoped for features that did not make it to the showroom floor was a clear plastic bubble-top roof. Emulating the look of fighter-jet cockpit canopies of the day and many of the more radical custom cars of the late 1950s, Corvette stylists struggled to bring a bubble top to life. But even in those innocent days before federally mandated rollover crash standards, numerous hurdles plagued the bubble designers. The available Plexiglas material lacked the surface hardness to resist scratches. Ultraviolet rays were also a problem. As a petroleum-based compound, Plexiglas was continuously evaporating the essential chemicals that made up the surface layers. Just as modern plastic headlamp covers craze within a few years of life, Corvette's hypothetical clear bubble top was doomed to grow surface "chalk." And what about sunburn? Ford's mid-1950s Skyliner used a tinted Plexiglas half roof and solved the problem but forming a tinted hemispherical bubble for Corvette was a whole different matter. The only answer was glass, but a piece large enough to encase the cockpit would have weighed more than 100 pounds, and nobody wanted to imagine the messy result of a rollover crash. In the end, bubble-topped Corvettes remained stuck on the show-car circuit.

Another dead-end feature considered but abandoned for production was semi-gull wing doors that opened vertically at the front, each one incorporated half of the windshield. Swoopy in hand-drawn illustrations, the main obstacle was the split windshield. Not only did its proposed vertical center divider look antiquated (it was a think chrome strip, in no way related to the gracefully integrated spine separating the rear-window glass), but also, the task of keeping rain and wind off

Newsletter Advertising Rates

Business Card – 2x3.5

\$25.00 / month or \$275.00 / year

Quarter Page

\$40.00 / month or \$350.00 / year

Half Page

\$75.00 / month or \$600.00 / year

Full Page

\$150.00 / month or \$1,200.00 / year

Sponsor

\$500.00 / year with direct website link

QCNCRS Corvette related classified "wanted and parts for sale" are free; however, they cannot be carried over to the next issue unless requested before the issue deadline.

TERRIE'S CORVETTE TRIVIA Ans. on Last Page

1. The 1994 ZR1 Corvette sported new non-directional wheels. True or False.
2. Seatbelts were standard in 1969. True or False.
3. The LS7, 460 h.p, 454 cu. in. engine option cost approximately \$1,300, \$1,850, or \$2,900.
4. Radio equipped 1960 Corvettes have power antennas located on the left rear fender. True or False.
5. When did headlight dimmers first appear on steering columns? 1977, 1979 or 1981.
6. The 1987 two-tone paint option (D-84) could be ordered for coupes, convertibles, or both?



Fun Facts (continued) Tom James

passengers' faces was too much. In the end, the Sting Ray was fitted with a simple, curved rectangular windshield what was less expensive to produce than the extreme wraparound unit used from 1956 to 1962. And remember, by 1963, Detroit's love affair with modern-style wraparound windshields hand run its course.

November QCNCRS Meeting Minutes

..... Tom Smith -

Jaguar Land Rover
Owner Ed Neyra
Cincinnati Ohio

Tom James, Chairman, welcomed everyone to Jaguar Land Rover and thanked our host Ed Neyra for letting us have the meeting here among this nice automobile collection.

The swap meet in March is fast approaching and we need to put together a committee to determine the layout for swap meet spaces and booths to DJ from, basically get the layout confirmed. Early in December has been suggested at Kelsey Chevrolet, or January. Barb and Jerry Hilbert will be out of town until Christmas. First, we need to see how many people are available and can come to the meeting. We plan on having the same people in charge of the door and food from the last few years, just in a different location. Ticket sales are an important point now that we do not have someone selling \$4,000 to \$5,000 worth each year. We all need to step up and sell more tickets. We are the number one chapter for donations in the country. Terrie will send an email reminder to all members about ticket sales and the Christmas party.

Saturday the 19th we are having a tech session at Chris Rockenfield's garage on flight judging from 1012PM. The address is 4334 Orchard Lane, Cincinnati Ohio by the Kenwood mall. Chris has something new in the garage so keep that in mind.

November QCNCRS Meeting Minutes

..... Tom Smith - continued

The Toys-For-Tots donation box was filled tonight and Steve Barrett thanked everyone and invited us all to the Horsepower Farm for cars and coffee.

Barb Hilbert, Treasurer, gave the financial report and a motion was passed to accept it.

Terrie James, Membership Chair, had nothing new to report. We lost a couple of members but gained a couple of new members, so we are holding at 98 members.

Tom James took the floor and informed everyone that we have purchased a sound system and public address system for the swap meets. It was a little more than we wanted to spend but it has a lot of features that we can use. It was \$600 and will pay for itself in a couple of years. Tom then brought up the fact that our NCRS president Shannon Urton is trying to get a car show put on at the National Meet next year to help cover some costs. She is receiving a lot of negative feedback from a few individuals. We need to support her on this one and all agreed. We had great success at our Regional getting sponsors and actually turned a profit.

Jerry Hilbert informed everyone that if you take a car down to the National Museum in Bowling Green, KY that they do not cover it with their insurance while it is on display. Steve Barrett said that is normal and Joe Eyl said they took great care of his two cars. They have a new director at the museum and hopefully things between the organizations will get better.

Chris Rockenfield thanked everyone for coming tonight. He thanked Ed Neyra for having us and reminded everyone of the Saturday 19th judging session at his house.

Split the pot was drawn, and Tom James adjourned the meeting.

INDOOR SWAP MEET AND CAR EXPO

WHEN:

Sunday, March 19, 2023
8:00 a.m.-2:00 p.m.

WHERE:

Kelsey Chevrolet
1105 E. Eads Parkway
Greendale, IN 47025

GATE ADMISSION \$5.00

Proudly donating over
\$68,000 from this event to:



HOSTED BY:

Queen City Chapter
Of The National Corvette
Restorers Society

WHAT TO KNOW:

- Swap spaces sold out the last 12 years!
- Many classic GM parts.
- Car corral, food, bid-and-buy; all on-site at this event.

COME VEND WITH US:

\$25.00 FOR 100 sq/ft
space but you must
register in advance.

HOW TO REGISTER:

Registration form on the
reverse side.

Call Tom James at 513-
377-8182 for more
information.

E-mail completed forms:

tmjames@fuse.net

Vending Space(s) [100 sq ft.] _____ (quantity) X \$25.00 = \$ _____
Indoor Car Corral: _____ (number of cars for sale) X \$50.00 = \$ _____
Outdoor Car Corral: _____ (number of cars for sale) X \$25.00 = \$ _____

NAME: _____

COMPANY NAME: _____

STREET ADDRESS: _____

CITY, STATE AND ZIP: _____

PHONE: _____

CELL PHONE: _____

E-MAIL ADDRESS: _____

Contact Tom James with the Queen City NCRC with any questions at 513-377-8182 or e-mail twj@fuse.net.

Completed registrations should be mailed to 7329 Southpointe Drive, Cincinnati, Ohio 45233. Checks should be made payable to "QCNCRS".

Registration confirmations will be sent to the above e-mail address with further event details.

QCNCRS November Meeting Photos



QCNCRS November Meeting Photos



QCNCRS November Meeting Photos



QCNCRS Tech Session Photos

The QCNCRS Tech session was held on prepping for flight judging for all Queen City Chapter members on November 19, 2022



QCNCRS Tech Session Photos



QCNCRS Tech Session Photos



Technical Article

Technical Articles Needed

..... Gerry Hilbert

Technical articles needed to publish in the Side Draft and for Dale to put on the Web Site? These articles are needed for us to meet NCRS Top Flight chapter requirements.

Thanks
Jerry

TIP for Mid-Year Corvette

Holley Carburetors

..... Dale Maris NCRS #48325

After rebuilding a Holley List #3810, from a 1967 300HP Corvette, we had issues with the fuel transfer tube leaking gas. This is the small tube that feeds gas to the rear fuel bowl. As anyone can understand this could be very serious by causing fires and loss or damage of your car. We found a good hint from Bob Kuntz from St. Louis. Bob is very experienced as he has been restoring these types of carburetors for years.

Bob informed us that Holley has a redesigned transfer tube with a different seal that performs better. This redesigned transfer tube has a seal that fits over the end of the tube instead of an O-ring. We purchased Holley part number 26-115 for about \$10 plus shipping and installed on our carburetor without any additional fuel leaks.
Holley Fuel Transfer Tube



https://www.holley.com/products/fuel_systems/carburetor_components/fittings_fuel_lines_and_gauges/fuel_lines/parts/26-115

Fuel Transfer Tube Carburetor Model 4160



US Part Number: 14600

Bob also suggested that we use "Cold Weld" to seal the plugs on the fuel bowls. Just clean the surfaces and apply a thin coat around the edges of the plugs and let it dry. This also worked in our case as Bob said this product will hold up against our modern gas.

Permatex® Cold Weld Bonding Compound,
Nbr: 14600

A 15-minute, two-part adhesive and filler system that eliminates the need for welding or brazing. It repairs, fills and bonds to iron, steel, brass, bronze, aluminum and copper.

Bob Kuntz
11040 Lin-Valle dr. unit N
St Louis Mo. 63123
314-845-2566
314-843-7545

Holley Carb Restore Article

..... Dale Maris NCRS #48325

This is a very large article so I have just included a link address.

Link: <http://www.ncrs.org/gc/Documents/TechArticles/HolleyCarburetorRebuild.pdf>



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Larger Image

FUEL TRANSFER TUBE

Fuel Transfer Tube
Carburetor Model 4160

PART# 26-115

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Carburetor Model 4160

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- Fuel Transfer Tube

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Limited 90 Day; [See Details](#)

WE SUGGEST



Fuel Transfer Tube O-Ring

Fuel Transfer Tube O-Ring For Old Style Transfer Tubes. 2

Per...

Part# 26-37

~~\$6.42~~



Accelerator Pump Transfer Tube O-Ring

For New Style Transfer Tube

Part# 26-38

~~\$6.42~~

Technical Article – continued

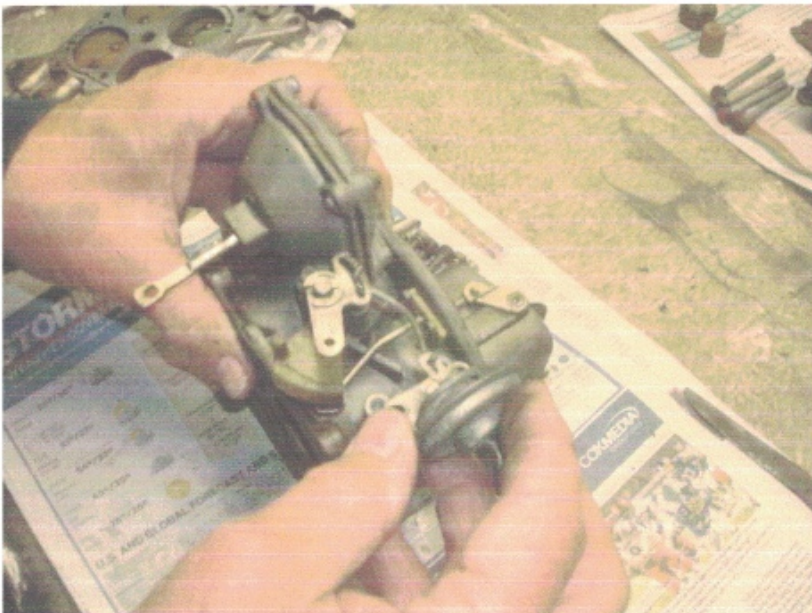
Holley Carburetor Rebuild

There are a few things that you should check when rebuilding a Holley 4-barrel. Our example here is a 1967 300HP Corvette, List#3810 off our member's car, Jeff Lauch. We are not going through each detailed step as there are many resources already available. We used an original Holley rebuild kit, but their kit is for several different models and has many parts not relevant to our carburetor; don't worry about many left over parts. But be very careful to match all the gaskets and parts to the ones being taken off. One small hole can make a difference.

We divided our carburetor in to sections and carefully layout out the parts to help remember where they go when reassembling. We had the: 1. Primary Float Bowl, 2. The Secondary Bowl, 3. The Base unit and 4. The Main Body.



Please note that we have the gaskets matched up to the old gaskets and there were many different version of the same gasket.



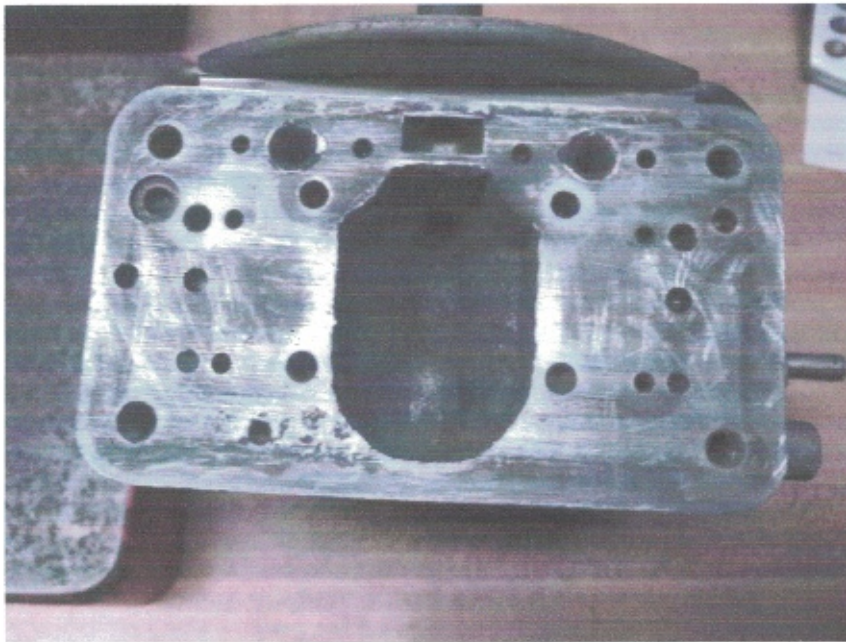
We also took some pictures before disassembling some of the parts to ensure we remembered how they went back, easy today with your phone or digital camera.

Technical Article – continued

With the carburetors and their age, many times you will find some warpage with the main unit and where the bowls meet. We also noted that the main unit and the base did not match up very well as well. So to address these issues we ground off these surfaces to ensure that the gaskets will seal when we reassemble the carburetor. Since we did not have a surface grinder, we used a honing block.



Using the “manual” method to ensure the surfaces are flat takes some care that the honing block is consistently flat with the surface.



After some grinding of the service, you can really see just how un-level this service was. We ground it further until we had a smooth surface to ensure it will seal. We did the same procedures on the other two surfaces.

Technical Article – continued

Inspecting this carburetor, it seemed to us that this had not been serviced in many years. It look like fine sand particles in the float bowls and it came apart very hard. It needed some really good cleaning.

We cleaned the Carburetor using a cleaning vat and soak the components to clean out all passages and surfaces. We then scrapped the gasket surfaces to remove any left on gasket material and to ensure a good seal when reassembled. We reassembled the unit getting the floats set to the specification in the directions. We did have some questions and this carburetor, List #3810, was not specified in our directions. Talking to Holley, because of the age of this unit, it only falls into a general range.

In fact when we ran it on Jeff 's car, we had a fuel leak where the tube feeds gas to the rear fuel bowl. Again, talking to Holley Technical staff, it seems like there are three versions of these seals. Our O-rings seem to be too small and did not make a good seal. Holley is supplying with the other versions at no cost. After sine cranking to get gas to the carburetor, it started and seems to run OK. After fixing the gas leak, we will do set the idle mixtures and his car should be ready to drive again.



Pricing and shirt options are changing.

For information on Club Shirt pricing, colors and sizing as well as to place an order please contact Terrie James at tmjames7329@gmail.com or 513-300-6411



QUEEN CITY CHAPTER 2023 CHAPTER REGISTRATION FORM

Annual Chapter Dues \$20.00

First Name: _____

Last Name: _____

Spouse's Name: _____

Street Address: _____

City, State, Zip: _____

Home Phone: _____

Cell Phone: _____

Email Address: _____

You must be an active member of NCRS to join a chapter.

National NCRS Number: _____

Options for membership renewal:

1. Renew Queen City Chapter Membership online at:
<https://www.ncrs.org/forums/register/chapter-membership.php>
2. Complete the above form and send payment of \$20.00 (payable to QCNCRS) to: Terrie James, 7329 Southpointe Drive, Cincinnati, Ohio 45233.

Questions, please call Terrie James at 513-300-6411 or email at tmjames7329@gmail.com.

Trivia Answers: 1. True. 2. True. 3. \$2,900. 4. False. 5. 1977. 6. Coupes.